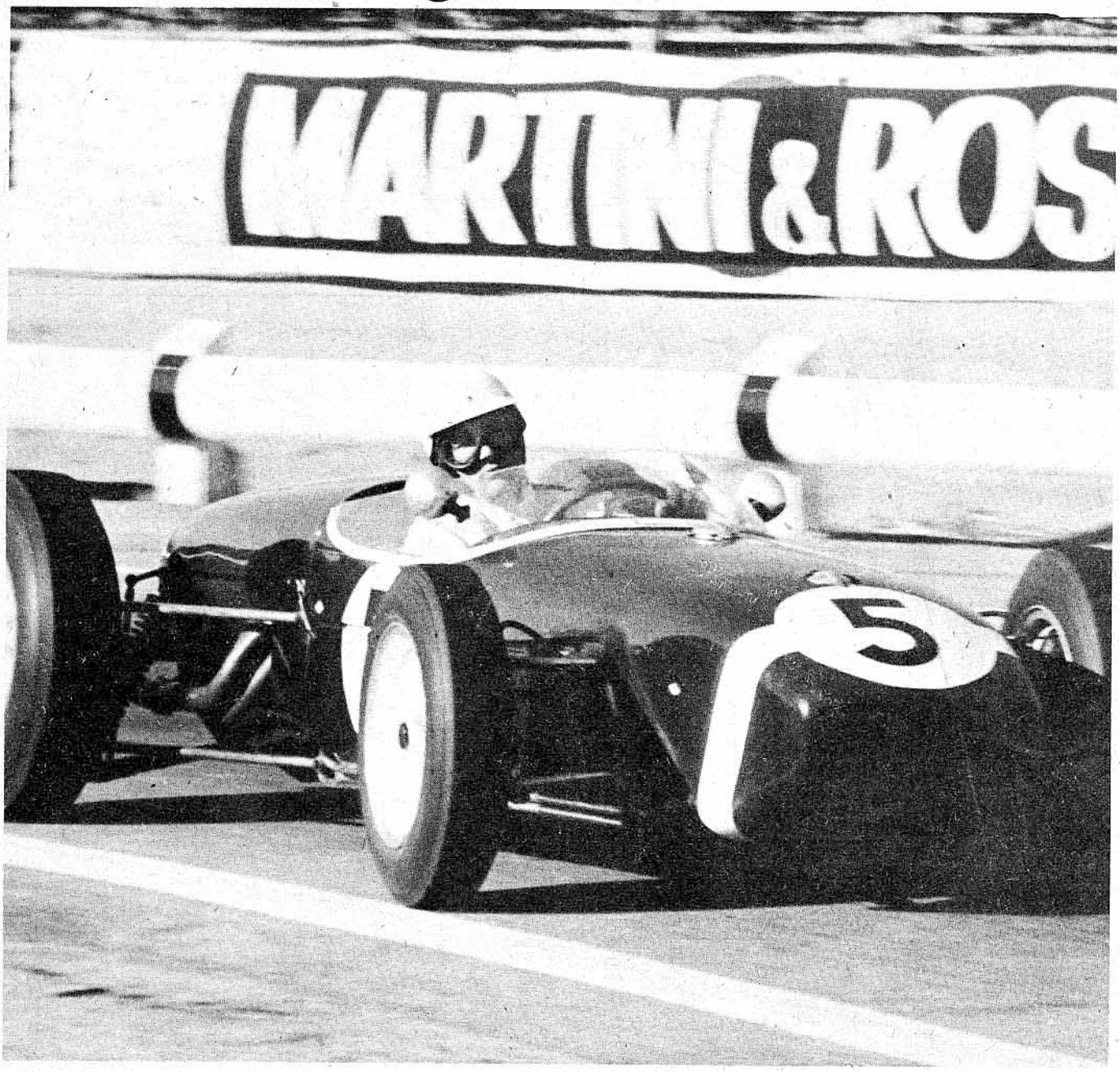
MOTOR RACING
and
ECONOMY CAR NEWS

6th Year - No. 3 - Hollywood, Calif.
(Published bi-weekly except last issue of calendar year)

NOV. 25 - DEC. 2, 1960
25c

It's Stirling Moss in a Breeze!



STIRLING MOSS of Great Britain whips the Rob Walker Lotus-Climax around turn 6 at Riverside Intl. Raceway on his way to victory in U.S. Grand Prix, Nov. 20. He took the lead on lap 5 when Jack Brabham, Cooper-Climax, made a pit stop, and was never headed from there on. Other photos on Page 1 and 5. (Photo by Bill Norcross)

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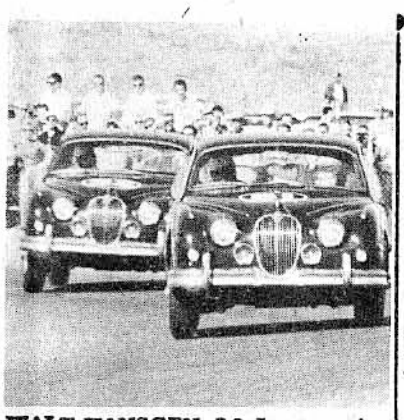
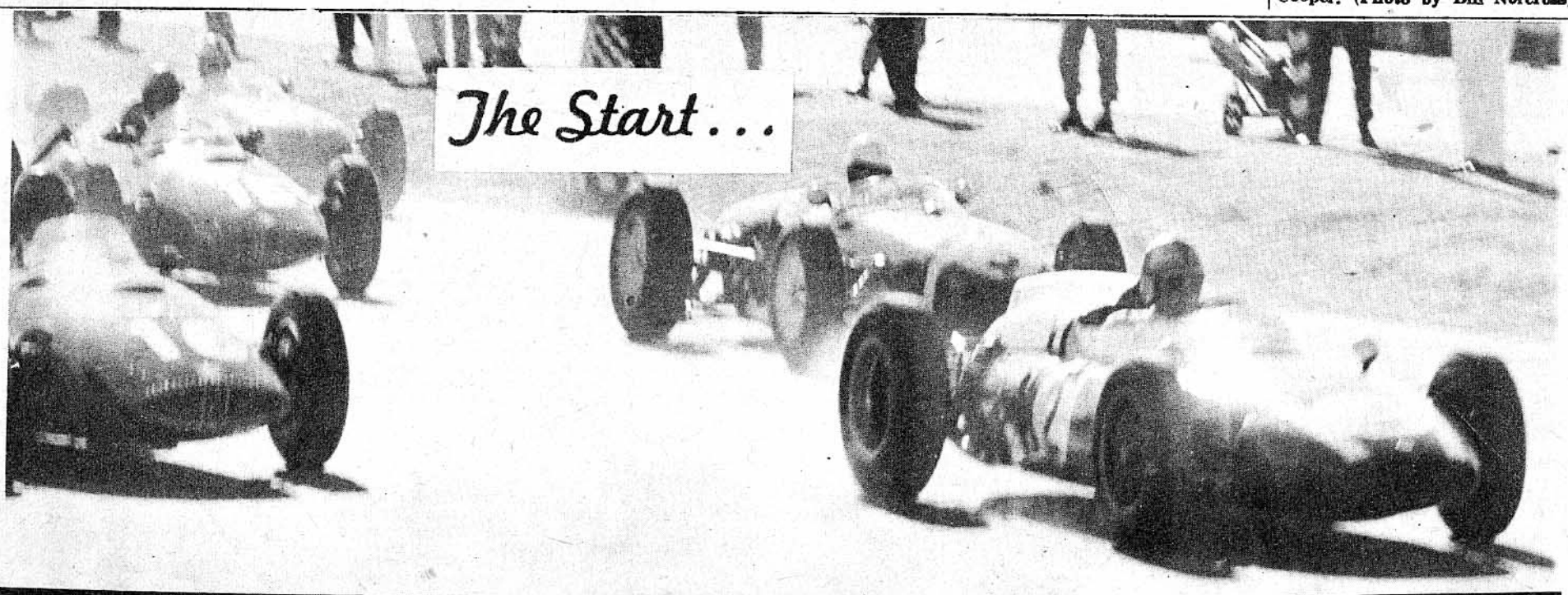
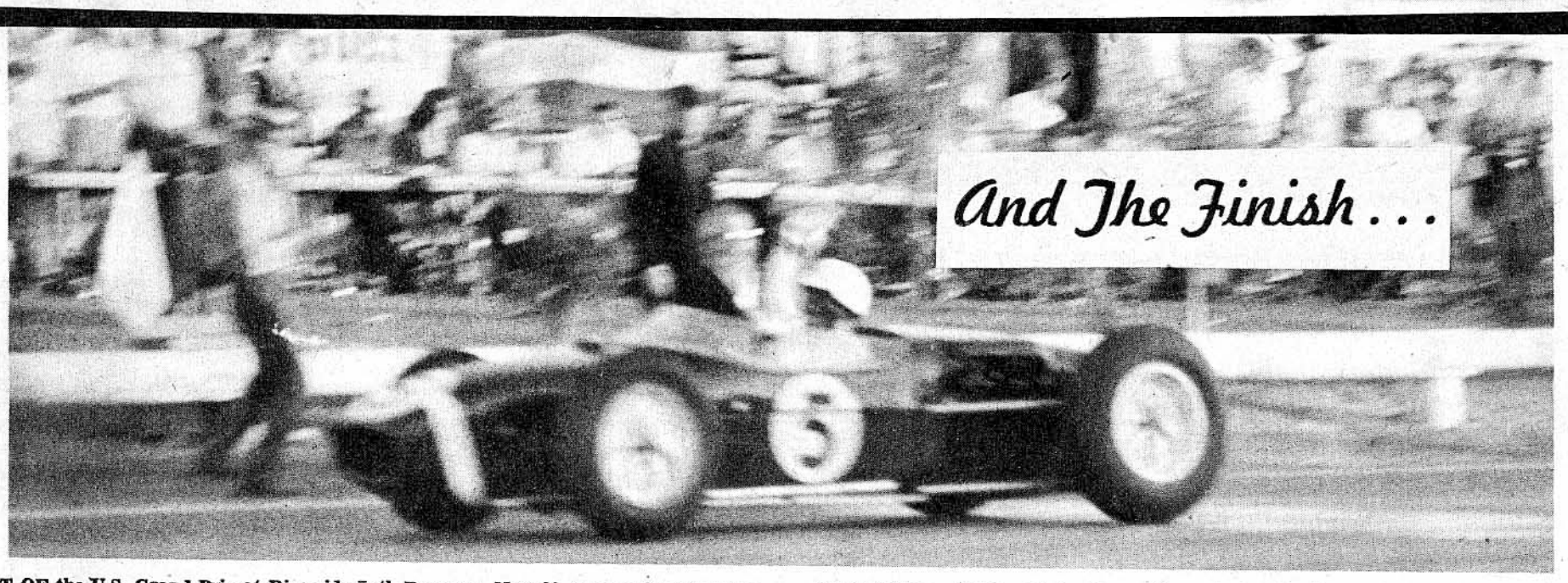


WALT HANSGEN, 3.8 Jaguar, winning "compact car" race from teammate Augie Pabst in similar car at Riverside. (Photo by Bill Norcross)

HANSGEN ALSO scored a victory in the Formula Junior race at Riverside, piloting a BMC-powered Cooper. (Photo by Bill Norcross)





START OF the U.S. Grand Prix at Riverside Intl. Raceway, Nov. 20, saw world champion Jack Brabham of Australia boom his Cooper-Climax into the lead, with Briton Stirling Moss' Lotus-Climax right behind him. Top left is Dan Gurney of U.S. in BRM (16), followed by Joakim Bonnier, Sweden, BRM (15), and John Surtees, Great Britain, Lotus-Climax. Bottom photo shows Moss winning by 38 sec., in a blur of speed, 75 laps and 245.63 mi. later. He averaged 99mph. Other photos on Cover Page and Page 5. (MOTORACING photos by Gus V. Vignolle and Flavio St. Germain)

Big Nassau Speed Carnival Opens

By SHELL NULTY
Special to MOTORACING

NASSAU, Bahamas, Nov. 22—Many of the world's greatest sports car, Formula Junior and Kart drivers already are on hand in this tourist-conscious capital of the British Bahamas for the 7th annual Intl. Bahamas Speed Weeks, which opened today and continue through Dec. 5.

This, $100,000-plus test offers action on 3 fronts and will kick off a banner winter season in this island resort colony which has played host to more than 300,000 visitors during 1960.

First fireworks flare on the Oakes Field race courses on Friday, Nov. 25, when the survivors of a select field clash in the 2nd annual world championship of karts in a 100-lap spectacular for the Sir Victor Sassoon Trophy, a jackpot totaling more than $3,000 and a trip to Europe for a karting campaign there.

Then comes action on the main 4.5-mile course of this converted

(Continued on Page 7)

hansgen jag wins

By MARGUERITE COOK
MOTORACING Staff Writer

RIVERSIDE, Calif., Nov. 20—Walt Hansgen "out-dueled" Augie Pabst, both purring around the course in Jaguar 3.8 sedans, to win the al-

(Continued on Page 4)

Vignettes

By Gus V. Vignolle

- 1 MEAL ENOUGH
- DA COSTA CLICKS
- FORM. 1 NOTES

ROAD RACING buffs, true aficionados of the bullring and the jazz cult. What a triumvirate! This is what we found when we battled the dense fog, smog and a smattering of raindrops on La Brea to get over to the Big Wheel. This is a new bistro operated by **Paul O'Shea**, the erstwhile Mercedes-Benz ace who who pulled up stakes in the east

(Continued on Page 3)

ADD EDUCATION

From the NY Times of Aug. 30, 1960:

Male and Female Bears

The male bear is called a he-bear and the female a she-bear.

US Grand Prix Won By Moss in Lotus

By GUS V. VIGNOLLE
Editor of MOTORACING

RIVERSIDE, Calif., Nov. 20—Britain's famous young-man-in-a-hurry, Stirling Moss, finally made it here today at Riverside Intl. Raceway in the U.S. Grand Prix. He had missed in 2 previous races.

And then he didn't hang around long. He picked up $7500 of the $20,000 prize plum, said he had about 2 grand coming from an English oil firm, and waved a fond adieu as he hustled off to Nassau, where he should grab some more scratch.

After that, he goes for races in South Africa, and then to New Zealand in January before returning to his home in London.

Moss won easily today—the margin was 38 secs.—under bright sunny skies in Rob Walker's Lotus-Climax. The fantastic, balding little Briton also earned 8 points in the world's championship driver standings to finish 3rd with 19 points.

(Continued on Page 4)

f. jr. to hansgen

By JOE SCALZO
MOTORACING Staff Writer

RIVERSIDE, Calif., Nov. 19—Walt Hansgen of Westfield, N.J., continued to steal "gold" from the local Formula drivers this windy Satur-

(Continued on Page 7)

Letters to MotoRacing

Letters Welcome

"In a world in which the carrying power of the individual voice sometimes seems to be growing weaker and more insignificant, the man at his typewriter or with pen in hand can still have his innings."—James F. Fixx, in the SATURDAY REVIEW.

CORRECTION NOTED

I would like to take this opportunity to correct a statement made by your staff writer, Mr. Scalzo, on page 3 of your Nov. 4 issue.

He states as follows: "Wednesday at tech at Harry Mann Chevrolet, where EVERYONE wishes to thank the cop who stood outside the car exit and was prepared to write a ticket on any unlicensed race car that was pushed out the door onto the street (hus meaning tha cars had to be pushed out the back exit up a steep driveway)."

The officer in questioned volunteered to assist the Harry Mann Organization and the California Club during the Tech inspection. There were no tickets written nor did Officer Dennis threaten to write any if the racing cars were driven without plates. He was there to assist in routing the cars as they left the inspection area and to see that no citations were issued by nayone else for lack of mufflers, lights or plates.

The general opinions expressed by the Tech crew and car owners indicated it was the best organized Grand Prix inspection ever.

Best regards,

FRANK S. MILNE
General Manager
HARRY MANN CHEVROLET COMPANY
"America's Largest Corvette Dealership"
Los Angeles 43

THANKS FROM JAPAN

I, the president of the Kahoku Shimpo Press in Sendai, have the honour to send you my sincere greeting, and I want to say my heart-felt thanks for your kind attending to the TRANS-GLOBAL TEAM of KAHOKU SHIMPO with Japan-made vehicle.

The members of the team were Kazuo Ichiriki, Yoshiyuki Takahashi and Takefumi Sasagawa.

It was on March 16 of this year that we sent 4 of them to American Continent. They left Fairbanks, Alaska, on 29 of the same month, and arrived Puerto Montto, Chile, July 23. Twenty thousand miles of driving was completed by them with same car safely, and this is the first, longest drive in the world history, I think.

I am very glad to announce that they were rewarded by the JAPAN NESPAPER PUBLISHERS & EDITORS ASSN. for an achievement of unprecedented magnitude.

On coming back to Japan on September 10, they told me about your good reception during their visit to your country.

I beg to tender my sincere thanks for your kindness and I eagerly hope and pray you continue your favors towards us.

CHIYOO KANNO
President, Kahoku Shimpo
Sendai, Japan

BETTER THAN YUM-YUM

Rather than send flowers, candy, dancing girls or other such frippery, I'll just say right here CONGRATULATIONS AND ALL THE BEST for your 5 YEARS in publishing THE FINEST, MOST LIVELY AND COMPREHENSIVE SPORTS CAR PAPER IN THE WORLD.

(. . . And if you don't quit while you're AHEAD you must be one of those nuts ya run into. . . .)

In all seriousness, the miseries I know you've gone through, and your amazingly stout-hearted determination to CARRY ON in my opinion causes you to have fully earned a top spot in THE SPORTS CAR HALL OF FAME.

ARIGATO GOZAIMASU, AND ALOHA

Steve

STEVE DA COSTA
New York 22, N.Y.

PACIFIC COAST POINT STANDINGS

By ERIC HAUSER
AS OF OCT. 25
MAIN EVENT

1	Bob Drake	Maserati	219
2	Dick Morgensen	Ferrari	168
3	Jim Connor	Maserati	145
4	Bill Krause	Maserati	117
5	Max Balchowsky	Old Yeller	114
6	Don Hulette	Lister-Chev.	103
7	Jack Nethercutt	Ferrari	101
8	Jack Graham	Ferrari	100

CLASS E MODIFIED

1	Ken Miles	Zipper-Estes Por.	142
2	Scooter Patrick	Adam-Mitchell Por.	131
3	Jack McAfee	Porsche RSK	79
4	Steve Herrick	Porsche RSK	52
5	Bob Challman	Lotus-MG	45
6	Chuck Parsons	Lotus-Ferrari	43

CLASS F MODIFIED

1	D.D. Michelmore	Porsche RS	143
2	Emil Pardee	Porsche RS	98
3	Don Wester	Porsche RS	68
4	Jay Chamberlain	Lotus	64
5	Lew Florence	Lotus	53

CLASS G MODIFIED

1	Art Snyder	Lotus	119
2	Kurt Neumann	Lotus	116
3	Frank Monise	Lotus	97
4	Art O'Connor	Lola	85
5	Don Maslin	Lotus	69
6	Randy Cowherd	Lotus	68

CLASS H MODIFIED

1	Harry Jones	Lotus-Fiat	243
2	Chuck Gounis	Fiat-Crosley	183
3	I. Lindquist	SAAB	89
4	Hugh Pryor	Sondra	83
5	Geo. Schillreff	SAAB	73
6	Jack Sparks	Miller-Sparks	71
7	Bill Molle	Fairchild	66

CLASS B PRODUCTION

1	Tony Settember	Corvette	90
2	Dave McDonald	Steves Corvette	61
3	Vince Mayell	Sorenson Corvette	50
4	Buford Lane	Washburn Corvette	49
5	Bob Dickson	Corvette	47
6	Bill Sherwood	Corvette	44

CLASS C PRODUCTION

1	Peter Culkin	MB 300 SL	129
2	Hap Richardson	Jaguar	53
3	Gary Yonemoto	MB 300 SL	44
4	Frank Saraga	Jaguar	29
5	Dave Troeffer	MB 300 SL	25

CLASS D PRODUCTION

1	Jay Hills	Porsche C.	134
2	Bob Windhorst	AH 100 S	96
3	Ron Bucknum	AC Bristol	91
4	Pete Haywood	AC Bristol	84
5	Rick Hilgers	Morgan	62
6	E. Mendenhall	Porsche C.	54
7	Ted Conrad	Porsche C.	48

CLASS E PRODUCTION

1	R. W. Kastner	TR-3	166
2	George Follmer	Porsche	144
3	Dan Stephens	A-H	140
4	Bill Hinshaw	Porsche	136
5	Bob Kirby	Porsche	131
6	Dr. Ken Hayes	Morgan	126
7	Gary Beitel	Porsche	118

CLASS F PRODUCTION

1	Ed Barker	Porsche	256
2	Ray Pickering	Elva	212
3	Steve Froines	Alfa Romeo	162
4	Charles Gates	Porsche	136
5	Chuck Kessinger	Alfa Romeo	107
6	Ed Mackey	Alfa Romeo	98
7	John Lumkin	MG-A	90

CLASS G PRODUCTION

1	Willie West	Alfa-Romeo	68
2	Bruce Augustus	Alfa-Romeo	47
3	John English	Alfa-Romeo	41
4	Jim Fouch	Alfa Romeo	34

CLASS H PRODUCTION

1	David Grossman	Sprite	200
2	Paul Cunningham	Sprite	136
3	Bill Young	Sprite	126
4	Dick Boyle	Sprite	103
5	L. E. Randolph	Sprite	79
6	Bob Bent	Sprite	76
7	Warner Welshan	Sprite	70

CLASS I PRODUCTION

1	Hud Stephenson	Fiat-Abarth	140
2	Dan Parkinson	Fiat-Abarth	98
3	George Kendall	Fiat-Abarth	44
4	M. Silvi	Fiat-Abarth	40

WOMEN—OVER 1600C.C.

1	Barbara Windhorst	A-H 100 S	93
2	Ginny Simms	Corvette	75
3	Paula Murphy	A-H	40
4	Gail Liebaert	Ferrari	29
5	Audrey Edinger	Corvette	25
6	Mary McGee	Corvette	24

WOMEN—UNDER 1600C.C.

1	Betty Shutes	Porsche RSK	150
2	Joan Galloway	Lotus	138
3	Prudence Baxter	Lotus	119
4	Charlotte Duncan	Lotus	75
5	Alice Warren	Alfa-Romeo	73
6	Shirley Reitz	Elva	57

FORMULA JUNIOR

1	Jack Flaherty	BMC	108
2	Jay Chamberlain	Lotus	91
3	Tom Handley	Stanguellini	64
4	Don Wester	Elva	60
5	Bill Krause	Stanguellini	39
6	Walt Hansgen	Cooper	38
7	Jim Parkinson	Gemini	35
8	Ed Freutel	Stanguellini	33
9	Jack Dalton	BMC	32

COMET FOR K

The Baltica, the Russian ship that brought Khrushchev to this country, returned with one of Ford's Comets as its cargo.

MOTOR RACING AND ECONOMY CAR NEWS

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NSU PRINZ WINS MILEAGE RALLY

Following are results of a mileage rally for imports staged in New York for imported cars by a U.S. oil company:

M.P.G.	Car	Driver	Class
62.29	NSU Sport Prinz	H. Fanelli	E
55.44	Morris Mini-Minor	D. Holbrock	B
51.93	Vespa	L. Friedman	E
50.13	Renault Caravelle	S. Meunier	E
49.18	Renault	H. J. Dahl	A
48.54	Renault Dauphine	John Lance	B
46.97	Morris Minor	Dick Marco	B
46.77	Austin 7	F. L. Heredeen	B
46.41	Austin A 40	F. Studnicha	B
44.78	Panhard	M. Le Bidois	B
44.72	BMW 700	Gerhard Pilz	A
42.83	Karmann Ghia	Konrad Ortner	E
42.05	Tri. Herald Cpe	S. Wilder	E
41.06	Ford Anglia	L. J. Goss	B
40.58	A.H.-Sprite	M. A. Hegarty	E
40.55	Fiat 1200	Ray Cuomo	C
39.89	Morris Minor 1000	Joseph Ryba	B
39.87	SAAB "96"	R. H. Wehman	B
39.80	Fiat Abarth	John Norwood	E
38.03	Peugot 403	Ken Norton	C
37.22	Triumph-Herald	M. Jackling	B
36.67	Borgward Hansa	M. Sperling	B
36.37	DAF	S. Kaminsky	A
35.98	Citroen	J. O. Berry	D
35.86	Borgward TS Cpe	K. E. Tarsia	E
34.86	Volvo PV 544	Lee Hamer	C
34.77	Volkswagen	M. McAuliffe	C
34.66	Borgward Hansa	D. T. Latsha	E
33.11	Porsche	Thomas Stamp	E
32.23	Triumph TR 3	G. Waltman	F
28.75	Ford Consul	Nat Scolnick	D
25.80	Austin-Healey 3000	Robt. Herman	F
25.26	Mercedes-Benz	John Macron	D
24.57	Fiat 2100	C. Callapan	D
Disq.	Opel Caravan Wag.	Claude Butler	C

Class A, under 750cc; Class B, 750 through 1099cc; Class C, 1100 through 1599cc; Class D, over 1600cc; Class E, Sports Cars under 1600cc; Class F, Sports Cars over 1600cc.

Average MPG all cars: 40.23. Total distance: 200.62 miles.

1960 USAC Road Race Point Standings

1	C. Shelby, LaMirada, Calif.	1035
2	Jim Hall, Dallas	762
3	Jim Jeffords, Milwaukee	646
4	Bill Krause, Long Beach	550
5	Ken Miles, Hollywood, Calif.	458
6	August Pabst, Milwaukee	447
7	S. Moss, London, England	400
8	Bob Drake, Los Angeles	328
9	Dick Morgensen, Phoenix	326
10	Skip Hudson, Riverside, Calif.	320
11	G. Constantine, S.-brdg, Mass.	320
12	Pete Lovely, Seattle	287
13	Loyal Katskee, Omaha	280
14	B. Holbert, Warrington, Penn.	260
15	Harry Heuer, Chicago	240
16	Jack Brabham, Australia	225
17	Russell Cowles, Minneapolis	205
18	Roy Salvadori, England	164
19	John Kilborn, Decatur, Ill.	160
20	Bob Schroeder, Dallas	160

AS A RULE

Grand Prix cars usually have at least one steering wheel.

ECONOMY CAR NEWS

By MARGUERITE COOK
MOTORACING Staff Writer

Recently, the British automotive magazine, The Motor, did a piece on what the British auto manufacturers needed to do to recapture their share of the American market taken over by the compacts.

This article didn't say much about an adequate supply of spare parts, but a British automotive engineer, now a U.S. resident, in a letter to the magazine, did. Hugh C. Lindskog, not connected with the British industry in this country, wrote that the home folks weren't going to get very far until they provided spare parts service on par with the pesky Americans.

We'd heard of the spare parts problem particularly with Renault, and asked a friend of ours who owns an Austin-Healey Sprite if he ever had any trouble getting parts.

Listen to his sad tale: Within a few months of purchase, our friend explained, largely because of inferior rubber used in manufacturing, he needed such things as a new radiator hose and a gear shift boot.

Our friend contacted his dealer who said he couldn't replace the parts because the distributor wouldn't furnish him with them. So, our new Sprite owner wrote the sales manager of Gough Industries, the local BMC distributor.

He received no answer and, 4 months later, wrote the factory in England. No answer. A year later, our now experienced Sprite owner happened to meet the Gough sales manager socially. This time he got results.

The sales manager told him the reason it took so long for action was that our friend had complained too much about too many things.

"They wanted to know," he was told, "what did you think you had bought? A Rolls-Royce."

Our Sprite owner was too happy to get the parts—one and one-fourth years after purchase—to remind the sales manager that the parts he had requested were covered by warranty.

A British source insists that British luxury imports and sports cars sales have increased—despite such experiences—in the past year. Other sources say that the British producers have been even harder hit than the French by competition from the new American compacts.

Reports from European and British auto shows where the new American compacts have been shown also indicate that for the first time since before the war, foreign producers have to worry about competition from American models in the overseas markets.

You have to admire the British stubborness, however; for they have no intention of abandoning ship. Rootes of England is building a new $62 million plant in Scotland for a new and ultra-compact car to compete with American compacts in the price range that has hurt the British the most.

To reassure their American dealers, the British producers are currently running full page ads in Automotive News detailing their plans for the U.S. market.

Personnel notes: Bruce Douglas, former assistant general sales manager of Renault, Inc., has been transferred to San Francisco to lead the **John Green Corp.**, recently purchased by Renault, Inc.

Under the new set-up, branch offices will be maintained at San Francisco and here. **John Lesinski,** former Renault West Coast regional manager, will manage the northern branch.

Jack L. Challender, former manager of Renault's New England distributor subsidiary, will run things here.

Ray Hoen, formerly general manager of the John Green Corp., has been appointed Southwest regional manager for Toyota Motors. He'll be in charge of organizing dealerships for the company's land cruiser and the new 4-door Tiara economy sedan to be introduced soon.

The Nissan Motor Corp. has established a $2 million parts and service depot in the Los Angeles area for their Datsun car and the new Bluebird line. **T. Ishihara** is president of the Japanese company's American organization. Other officials are **Y. Datayama**, mgr.; **T. Sogo**, sales director, and **M. Zaitsu**, service manager.

No wonder Precision Motors Cars, new VW and Porsche sales and service facility in Beverly Hills, has gotten off to such a good start. One of the 18 assistants of Service Mgr. **Horst Rieschel**, is **Patrick de Goldsmith**, a member of the **House of Rothschild**, international banking family. Another new VW dealership, El Centro Imports, has opened doors at 1234 No. Imperial Ave., El Centro.

Stats: Production of American compacts through Nov. 5 shows Ford's Falcon leading the pack with a cumulative total of 437,784, followed by combined American Motors Corp. total of 412,025; Chevy's Corvair, 211,512; Chrysler's Valiant, 209,876; Ford's Comet 170,424, combined Studebaker-Packard, 93,878.

Leading the '61 compacts is Dodge's Lancer, 41,722 units; Oldsmobile's F-85, 20,541; Buick's Special, 18,056; Pontiac's Tempest, 7,772.

Parting shot: Robert J. Castle, the Syracuse, N.Y., would-be importer of the Russian Moskvick, says that his flier into this venture cost him $50,000 and that the 12 cars delivered are gathering dust in a warehouse.

Form. Jr. for Jones Molle Pilots Lotus

This year's top class H Modif. competitors, Dr. Wm. Molle and Harry Jones, will be in separate races next season. Jones, who sold his Fiat-engined Lotus to Chet Burgraff, will drive a Formula Jr. machine. Playa del Rey dentist Molle is retiring his fuel-injected Panhard in favor of Steve McQueen's Lotus Mk. XI. Molle will name the Lotus "The Incisor," and race it under the colors of "The Tooth Team."

SCCA PCC Trophies To Be Awarded At Spa

Trophies for the SCCA's Pacific Coast Championship will be awarded at the Jan. 21-22 Palm Springs races, rather than at the Nov. 26-27 Tucson races as previously announced. The Tucson race, orginally the last of the 1960 season, is now superseded by the LA region's Dec. 10-11 Las Vegas event.

T-BIRD PACE CAR

INDIANAPOLIS, Nov. 24—A 1961 Ford Thunderbird convertible, finished in gold, will be the pace car for the Golden Anniversary 500-mile race at Indianapolis Speedway May 30.

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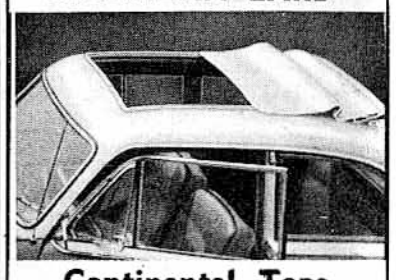
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• Vignettes

BY GUS V. VIGNOLLE

DA COSTA FINDS FLIGHT TO SOBRIETY CAN BE RUINOUS!

(Continued from Page 1)

and moved over here, and **Red Clyde.**

Emcee **Frank Rosolino** was knocking 'em dead, and so was **Marilyn Sue Younglove,** a singing TWA hostess of considerable sightliness.

The talk quickly turned to Nassau, the next big racing extravaganza presided over by **Red Crise,** the short-pants man.

Nassau is a big deal for both the racing clan and the saloon set. In past years we have been astonished to note how anyone has been able to survive all that transpires at Nassau. A few years ago, our roommate at the new Dolphin Hotel was **George Cary.** We couldn't even come close to keeping up with him, for he is a man of tremendous stamina. Even at that, a month later we wound up in the kip with a full-blown coronary thrombosis.

But we learned a lot merely by watching George operate.

We recounted this to Paul O'Shea, who also knows how to get around. Paul then came up with some interesting observations. He said it certainly is no major problem getting around the Nassau Speed Weeks on a low budget, although the ex-New Yorker from Rye went 1st cabinola.

Over the years O'Shea discovered that it was possible to get by on only one meal a day. That meal is a late breakfast, because you get up late anyway. Then you hop the treadmill that carries you through the interminable cocktail parties—they have them day and night at Nassau during Bahamas Speed Weeks.

The lush olives in the martinis and the hors d'euovres. This, of course, goes with the Niagara of alcohol, and late at night you are stone, blind and paralyzed. Then you have that one meal—the late breakfast—and it starts all over again.

All of this, naturally, does not apply to us, because we are are working and have to cover the many racing events. But, as O'Shea pointed out, the real grogman isn't too much interested in racing; he will, by dint of tremendous sacrifice, manage to get over for the big race—the 250-mile Nassau Trophy race (Dec. 4 this year).

Booze Helped to Shellack the British

Dear Gus:

Early American History abounds with heroic deeds. Inspired by Booze, the drunken settlers staggered into the wilderness to shoot Indians, wildbeestes, and occasionally, each other. They found time between drinking bouts to dump tea in the bay, shellack the British, burn witches, write the Constitution, ec. There can be no doubt that Booze made this country great.

Today, as statistics prove, this country's flight to sobriety can very well have a perilous opposite effect. We are already showing the early signs of disintegration. Women are becoming more frigid, and worse, men don't seem to mind. A recent survey revealed that most men would rather burst a bladder than publicly take a - - -. A careful analysis of these facts and other statistics shows that they coincide with the decline of drinking. Our duty is obvious. We must revive the Will to Drink, and BOOZISM is dedicated to this worthy purpose.

BOOZISM had its beginning at a logical time, during a party, in a logical village, Flushing, Long Island, where the liquor stores outnumber the dwellings, and where the birth rate is second only to Honoltulu, as sex is the inevitable consequence of Booze. At any rate, the host (pronounced "Sot") of said party, who is now The Grand Magnum of BOOZISM, suddenly stiffened, rolled his eyes, shouted "Revelation!" and started to teeter.

Happily, the rest of the revelers gathered round him to see which way he would fall. One party ne'er-do-well, sleeping in the pleasant stupor gained from an evening of sustained social drinking, cushioned The Magnum's fall.

Commandments of BOOZISM Revealed

The fellow was promptly proclaimed Number One Wise Guy. In a ringing voice, interrupted by hiccups and belches, and slurred by Booze, The Magnum revealed The Commandments of BOOZISM. Another tippler, awakened from sodden consciousness by the crash, with his stirrer inscribed The Commandments on various bottle labels. This man was immediately proclaimed to be the Number Two Wise Guy.

In essence, The Commandments advocate the achievement of a nirvana-like glow. The Glow is mid-point between cold sobriety and senseless drunkenness. The Glow is reached and maintained by what BOOZISTS call "Heavy Moderation". A BOOZIST may depart from the Glow to deal in business, drive. attend funerals, and to attend to other worldly tasks not compatible with BOOZISM.

Boozist files are teeming with enthusiastic reports from all over the country proclaiming the benefits of BOOZISM. One former patient of a mental ward turned to Booze and is now in the alcoholic ward where the food is much better.

A young housewife states: "Before BOOZISM I was unhappily married. I was frigid and a poor housekeeper. Today I am a nymphomaniac and my husband and all of his friends are happy even though my house is sloppier than ever."

A man who loathes water swam almost the width of the Mississippi before he drowned. Without Booze he could not have gone 10 yards.

Thus, BOOZISM injects a new dignity and purpose in the joyous quaffing of the cup. Not fettered by inhibitions and propriety, BOOZISTS of the world can gain the respect they deserve, and silence forever the bigots and bluenoses who carp and legislate against the Noble Booze. Only the intelligent and the cultured can profit from the solace and inspiration of Booze. Let the clods remain in their ruts with water and soft drinks, the Boozist transcends them with Booze.

This is your opportunity to be a patriot and to help make BOOZISM the most powerful movement in America (we're not referring to the trots). Soon, we shall have Boozist Slogans emblazoned in every bar. Patriotic drinking rallies will be held in every neighborhood. To gradually indoctrinate children into the glories of BOOZISM, soft drinks will be liquor flavored. Your membership offering will assist in achieving these noble goals, and will help to defray the expense of printing and mailing your membership card and Commandment Scroll, and to keep you informed of progress in BOOZISM.

In the words of The Grand Magnum: "Anyone enjoying the benefits of BOOZISM without affiliating to the faith is a Chintzy Drunk."

Send money to:

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42-95 Main St., Suite 5-L
Flushing, 55, New Cork

Best regards,
STEVE

Nassau Sports Car Entries

Car No.	ENTRY	ADDRESS	TYPE CAR	CC's	CLASS
2.	S. Moss	London, Eng.	Lotus Monte Carlo	2496	D
3.	R. Salvadori	Tolsworth, Eng.	Open		
4.	J. Bonnier	Stockholm, Sweden	Porsche RSK	5187	E
5.	S. Moss	London, Eng.	Ferrari Berlinetta	2953	D GT
6.	U. Norinder	Stockholm, Sweden	Porsche Carrera	1498	F GT
7.	H. Hanna	Broomall, Pa.	D-B	954	G GT
8.	R. Rodriguez	Mexico City	OSCA	1098	Fm. Jr.
9.	R. Macon	Fairhope, Ala.	Lotus	1098	G
10.	B. Naylor	Stockport, Eng.	Cooper-Ferrari	2989	D
11.	A. Buxton	England	Lotus	1500	
12.	L. Katskee	Omaha, Nebr.	Maserati	2890	D
14.	R. Holbert	Warrington, Pa.	Porsche RS60	1587	E
15.	P. Baxter	Sausalito, Calif.	Lotus Mk II	1098	G
16.	C. Cassel	Ft. Lauderdale, Fla.	Porsche RSK	1587	E
17.	B. Grossman	Nyack, N.Y.	Ferrari Berlinetta	2971	D GT
19.	R. Durant	Clearwater, Fla.	Ferrari Testa Rosa	2953	D
20.	S. H. Robinson	Bossier City, La.	Volpini	1089	Fm. Jr.
21.	R. Publicker	Ft. Lauderdale, Fla.	Ferrari Berlinetta	2953	D GT
21.	R. Publicker	Ft. Lauderdale, Fla.	OSCA	1098	Fm. Jr.
22.	Ed Hugus	Pittsburgh, Pa.	Isis-OSCA	998	Fm. Jr.
23.	L. G. Arnold	Shemya, Alaska	Cooper-Austin	987	Fm. Jr.
24.	C. Dorr	Miami, Fla.	Alfa Romeo	1290	F GT
25.	G. Andrey	Switzerland	Maserati	2550	D
26.	A. Connell	Ft. Worth, Texas	Maserati	2550	D
26.	A. Connell	Ft. Worth, Texas	Cooper	987	Fm. Jr.
27.	D. Toothe	Nassau, Bahamas	Porsche S-90	1587	E GT
28.	P. Rodriguez	Mexico City	Ferrari Testa Rossa	2953	D
29.	John Fulp	Anderson, S.C.	Ferrari Dino	1983	E
30.	P. Corrigan	Vero Beach, Fla.	Porsche Carrera	1589	E GT
31.	Paul Hagan	Edgemont, Pa.	D-B	851	G GT
33.	R. Rosales	San Juan, P.R.	Trips Special		Fm. Jr.
34.	J. Jeffords	Milwaukee, Wisc.	Aston Martin	3670	C GT
35.	J. F. Harrison	Chattanooga, Tenn.	Birdcage Maserati	2800	D
36.	R. Keyes	Redwood City, Calif.	Birdcage Maserati	2800	D
37.	P. Rodriguez	Mexico City	AC Bristol	1971	E GT
38.	R. Rodriguez	Mexico City	Scorpion	1098	Fm. Jr.
39.	Dr. D. Lane	Ft. Lauderdale, Fla.	Ferrari Testa Rossa	2990	D
40.	A. Huttinger	Windermere, Fla.	Ferrari	2953	D GT
41.	I. O. Linton	Exton, Pa.	Lister Corvette	4637	C
42.	R. Heppenstall	Elva	Scorpion	1098	Fm. Jr.
43.	R. Cowherd	San Jose, Calif.	Elva	1098	Fm. Jr.
44.	R. S. Penske	Jacksonville, Fla.	Lotus LeMans II	1098	G
45.	C. P. Weiss	Beaver Falls, Pa.	Porsche RS 61	1586	E
46.	Wm. Sadler	Toronto, Canada	Ferrari	3800	C
47.	Paul Pigott	Bellingham, Wash.	Sadler Special	5344	B
47.	Paul Pigott	Bellingham, Wash.	Lotus LeMans	1994	E
48.	J. C. Kilburn	Grosse Pt. Fms., Mich.	Lotus	997	Fm. Jr.
49.	G. Constantine	Southbridge, Mass.	Lotus XV	1995	E
50.	H. E. Carter	Lime Rock, Conn.	Keslischev	5200	B
52.	R. A. Holman	Cleveland, Ohio	Lotus	997	Fm. Jr.
54.	M. G. Rothschild	Millburn, N.J.	Alfa Romeo	1290	F GT
55.	D. M. Forlong	Tampa, Fla.	Daimler	2500	D GT
62.	P. J. Jackson	Kingston, Jamaica	Gemini		Fm. Jr.
63.	P. J. Hollins	Kingston, Jamaica	A-H Sprite	950	G GT
65.	F. W. Dana II	W. Palm Beach, Fla.	Lotus Elite	1216	F
66.	M. Tazzio	Brazil	Cor-D-Ley	4660	C
69.	S. Crooks	MadeiraBch. Fla.	Ferrari	2996	D
70.	T. T. Fleming	Blue Bell, Pa.	Austin-Healey	2998	D GT
70.	T. T. Fleming	Blue Bell, Pa.	Lotus Mk XII	1998	E
72.	D. C. Gist	Lake Worth, Fla.	Scorpion	1098	Fm. Jr.
73.	R. J. Henry	Roanoke, Ind.	Corvette LeMans	4660	B GT
74.	T. H. Fowler	Miami Springs, Fla.	Lotus LeMans	1098	G
75.	G. Baldwin	Birmingham, Mich.	Volkswagen	1098	Fm. Jr.
76.	O. Schmidt	Northfield. Ill.	Lotus	1098	G
77.	B. R. Jennings	Towson, Md.	OSCA	749	H
79.	Lou Comito	Centerport, N.Y.	Porsche Carrera	1587	E GT
80.	H. Theodorapapulios	Greece	Alfa Romeo Zagato	1290	F GT
82.	A. A. Swanson	Brookline, Mass.	Alfa Rom. Veloce Con.	1290	F GT
83.	John Cuevas	Miami, Fla.	Alfa Romeo	1290	F GT
84.	P. B. Ryan	Toronto, Canada	Porsche RSK	1586	E
85.	G. Reed	Midlothian, Ill.	Porsche RS 60	1587	E
86.	R. Hathaway	Tiverton, R.I.	Ferrari	3496	C
87.	J. R. Kingham	Auburndale, Fla.	AC Bristol	1970	E GT
89.	R. Nielsen	Birmingham, Mich.	Maserati	1992	E
90.	C. Lawrence	E. Greenwich, R.I.	Elva-DKW	988	Fm. Jr.
91.	J. Norwood	New York City	Fiat Abarth	747	H GT
92.	A. E. Junker	Bethlehem, Pa.	Fiat Abarth	747	H GT
93.	Bob Major	Chicago, Ill.	Mercedes 300 SL	2995	D GT
94.	W. Burnett	Chicago, Ill.	Stanguellini	1098	Fm. Jr.
95.	J. (Hap) Sharp	Midland, Texas	Ferrari	1992	E
95.	J. (Hap) Sharp	Midland, Texas	Cooper-Maserati	2491	D
96.	Dr. J. Miller	Birmingham, Mich.	Cooper DKW	998	Fm. Jr.
100.	Cdr. S. M. Decker	New York City	Lotus	1080	G
101.	S. MacDunna	Conshohocken, Pa.	Porsche Carrear	1498	F GT
117.	R. Toland	Devon, Pa.	Mercedes 300 SL	2996	D GT
149.	G. Constantine	Southbridge, Mass.	Alfa Romeo	1290	F GT
			Lancia Dagrada	1100	Fm. Jr.

HOT NEWS

Vehicles with loads consisting of beehives may not exceed 100 inches in width. (Calif. Veh. Code)

A survey of motorists recently showed traffic congestion in urban areas as the chief driving annoyance. — Automotive Safety

MARRIAGES LEGALIZED

HAVANA—Five thousand couples who have been living together as man and wife for years were legally married today at ceremonies throughout the island.

WATCH IT!

The fate of the world is given into the hands of a few men who through error can push-button the world into destruction.

1960 ALFA SUPER SPYDER, 5000 miles, very clean, white with red interior, blue hard top. Owner leaving country. $2700 or $2500 w/o hardtop. **J. W. Saunders, 2611 Briarhurst, Houston, Texas.**

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FERRARI 3-LITRE TESTA ROSSA $5695
Ex Team car, long wheelbase, de Dion, right hand drive, as new — completely rebuilt. Four spare wheels, spare diff. gears, plus 36 platinum racing plugs. **Will trade.**

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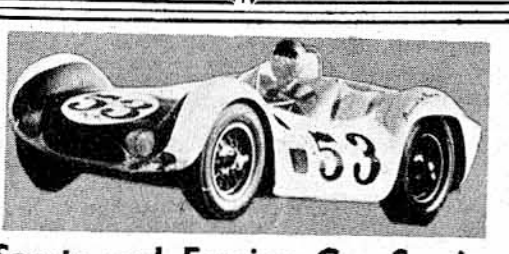

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MODIFIED SLIGHTLY

By W. R. C. Shedenhelm

IT IS AMUSING to an old Palm Springs hand, such as we, that the only race on the LA SCCA's 1961 schedule that lists a rain date is the one for that Swamp-in-the-Desert, Palm-Out Springs. From past expreience, we always load up the Birdcage Sprite with a full spectrum of clothes . . . everything from deerskin to parka and mukluks to our flattering tropical shorts.

Sing You Sinners

Partially completed song, to the tune of "O, Susanna":

"O, I comefrom Austin Healey
With John Beazley on my knee,
And I'm going to Porsche Spyder
My von Neumann for to see.
It Renault all day the night I shift,
The Maser's tank was dry,
I spun the Sprite on chicken fat.
John Beazley, don't you cry!"

SEVERAL PEOPLE, including the finance company; have asked to see a picture of the Birdcage Sprite in action. He is WRC thundering through a sweeping turn at well over 12mpr. (Photo by Bud Hammer)

Fifth Estate?

We just received a press release for a prominent sporty car magazine stating that the reason their rag is so different is that "it is published by an engineer and not a professional writer." This, of course, explains why it is always a much better idea to have a carpenter perform brain surgery or have a ditch digger tune your Ferrari.

Overheard

Carroll Shelby hired an English stenographer to type some letters concerning his new automotive engineering business.

SHELBY: . . "and ah would like your opinion on the stahling. . . ."

STENO: "On the stalling?"

SHELBY: "No, honey, on the stahling, lahk stahls in women's dresses."

STENO: "Oh, styling!"

SHELBY: "That's it honey, 'stahling'."

O You Doll!

The newest toy for Christmas is a sports car driver doll. You wind it up and it walks to the unemployment office. Then, there's another sports car driver doll on the market complete with a little race car. You wind this one up and it flips over on its head.

us grand prix

(Continued from Page 1)

This alone is phenomenal when it is recalled he was gravely injured early in the season and missed about half of the campaign.

Jack Brabham of Australia won the title for the 2nd year, followed by Bruce McLaren of New Zealand.

Innes Ireland of England, the No. 1 driver for the Lotus factory team, was 2nd in the 75-lap, 245.63-mi. Formula I race, with McLaren (Cooper) 3rd, Joakim Bonnier of Sweden (BRM) 5th, Phil Hill of the US (Cooper) 6th . . . then Jim Hall, Roy Salvadori, Wolfgang von Trips, Chuck Daigh, Pete Lovely, Olivier Gendebien, Bob Drake, Henry Taylor, Maurice Trintignant and Jim Clark.

A crowd of some 20,000—poor for such a grandiose spectacle, but still about 5 times more than saw the 1st US Grand Prix last year at Sebring Swampland—was on hand as Moss covered the distance in 2h28m52s for an average of 99mph.

From an actual race standpoint, it was a dull afternoon. Only Moss, Ireland and McLaren finished in the same lap. World Champion Brabham was more than a lap behind, and then the field stretched out to Clark, who was 14 laps behind at the finish.

The proceedings were interesting for the 1st 4 laps—but that was all. Brabham charged into the lead, followed by Moss, Dan Gurney (BRM), Ireland, Bonnier and the Lotuses of Clark and John Surtees, the cycle champ whose 1st season in Form. 1 has been great.

But Brabham, who never has made the grade either here or at Laguna Seca, pitted on the 5th tour, thinking his header pipes were afire. He was back quickly, dropped to 9th, gained one position, and on the 9th lap was out again with the same problem.

Fading to 9th, the Aussie came back splendidly, finally overtaking Hall on lap 67 at turn 7 for 4th spot. Three whirls later, Hall overhauled Bonnier's sick BRM for 5th, but after a fine drive, the Texan turned his Lotus off on the last lap when the rear end went out and he coasted around the backstretch for 7th spot. He was jolted 2 positions after having held down 5th place from lap 35.

Additionally, Brabham proved his worth by turning the fastest lap—1:56.3 (lap 72).

The race lost more of its juice on lap 4 when Clark spun coming out of 6 and was struck by teammate Surtees' Lotus. Surtees was out with a broken suspension arm, but Clark came in at the end of the lap, had his front wheels and tires changed and reentered the fray.

And it probably would have been a ding-dong deal if hometown Dan Gurney (BRM) hadn't been forced out on lap 19. He had been 2nd from the 5th, dropped to 3rd behind Moss and Bonnier on the 8th, boomed back to 2nd on the 12th tour and stayed there until the core-plug worked loose, causing the BRM to lose its water.

There were other woes. Phil Hill and Gendebien were left at the post, but their Coopers finally got going with a push. Tony Brooks spun his Cooper at 7 and was unable to restart it. Graham Hill (BRM) blew his mill on the 35th when he was in 5th place. And Bonnier's BRM soured with a bad valve spring.

Trintignant took a 4-lap breather due to gas fumes in the cockpit of his Cooper-Maserati. Ron Flockhart's Cooper lost its brake fluid. Brian Naylor's JBW-Maser went kaput with a broken A-arm. Gendebien pitted 3 times for water. Salvadori finished minus brakes.

So Moss won as he pleased, leading Gurney by .6sec. after 15 laps, Bonnier by 14sec. after 25, Bonnier by 22sec. after 40, and Ireland by 22sec. after 65. He was lapping at about 2:00-2:01 by the 70th whirl, easing to 2:02 on the final alp.

Stirling had the pole with a 1:54.4 qualifying lap, and with him on the front row were Brabham, 1:55, and Gurney, 1:55.2.

Next stop—Nassau.

(This reporter is indebted to Marie (Pitsville)) Dixon and the Cal Club Press Information Service for all the dope on the retirements.)

CODDINGTON-BOHL WIN APPALACHIAN RALLY

By PETER DECHERT
Special to MOTORACING

RADNOR, Pa.—Scoring a total of 173 points, perhaps the highest score to win a national rally this year, the brand new team of Willard Coddington and Rogers Bohl from New Jersey drove and navigated a 1961 Corvette to 1st place in this year's Appalachian Rally, organized by the Philadelphia region, SCCA.

Rally Chairman Guy Bates and his committee set out from the beginning this year to attempt to reverse the trend which in recent years has seen American rallies become more and more a computing game pure and simple. The entry blank warned that 'It is our intention to test the . . . ability of the driver and navigator as a team to stay on course." In the route instructions, there was no multiplicity of directions for each turning; a single clue was provided, and these clues tested the navigator's ability to think as well as to calculate.

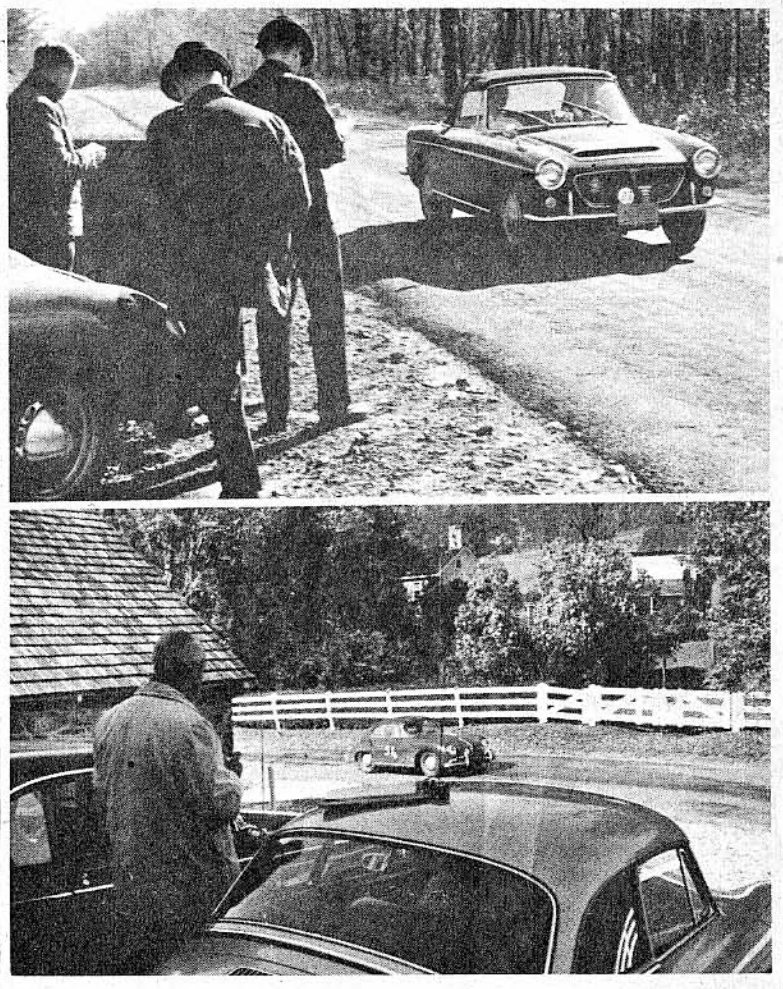
The first day's route led from the Treadway Inn at Radnor, Pa. (the new rally headquarters for this year), through the Pocono mountains to the Wilkes-Barre region and back to Radnor. Low scores were Helen and Larry Hough, of Westport, Conn.

On Saturday the course went west toward Lancaster, and the rallyists were surprised to find that one section of over 100 miles was clued in entirely by photographic instructions. In a day in which only 2 teams managed to break a score of 100, Coddington and Bohl were low scorers with 23 points, but still were placed 2nd behind the team of Walter Larson and Frederick Browne from Ohio, who added 32 points to their Friday total of 104. The Houghs, on the other hand, zoomed out of contention with 1218 points, and the team of Harold and Ingrid Gordon, Washington, D.C., moved into 3rd place with scores of 87 and 175 for the 2 days. Of 78 entrants, only 26 managed even to break 1000 for Saturday over 13 checkpoints, indicating that the rally committee may well have fingered a weakness in the thinking of many rally teams when confronted with a course on which no white line was painted.

Sunday's 80-mile regularity run, with 9 hidden checkpoints, was won by Brad Howes and Tony Sibol from Delaware, with an error of 12 points, but the Larson-Browne team went off course to the tune of 93 seconds, while Coddington and Bohl tied for 2nd place with 17, and thus won the rally. Larson-Browne finished 2nd with 228, Gordon-Gordon 3rd with 279, and the novice team of Don and Frankie Fox, Chalfont, Pa., running in their 1st national event, were 4th with 403 points overall.

The rally was well-supported, with entrants from as far as Texas, Florida, and Wisconsin; but there can be no question that the stiffening of the route instructions created some bad feeling. There were those who felt that "automatic" instructions are desirable in a national rally, and that a "thinking man's" type of directions is best left to events where a national championship is not at stake. On the other hand, the directions given were explicit, not of the trick variety, and a number of contestants agreed that the rally was a real, and interesting, challenge.

Only time will tell whether the Philadelphia region's Rally Committee has succeeded in pointing the way toward a better-rounded conception of "navigation," but at least it has attemped to do so, and thus has avoided the rut of having a multiplicity of teams with 2-digit scores competing in an event which, in the end, is won by the best-set-up mechanical computer. The human element, and particularly human fallibility, returned to rallying this weekend in Pennsylvania.



PETER DECHERT'S camera catches some of the action of the SCCA national Appalachian rally. Top: Harold and Ingrid Gordon, 3rd overall, shown at Friday's checkpoint 3 near Wilkes-Barre, Pa. Bottom: Lou Pais, who set up opening day's route, clocks Thomas and Isabelle Magowan through last checkpoint on Sunday's regularity run. Photo of winners Coddington-Bohl was in last issue of MOTORACING.

compact race

(Continued from Page 1)

leged compact car race that preceded the FI Grand Prix here today.

The New Jersey driver took the lead by turn 1 at the onset of the 30-lap race, but his Milwaukee teammate managed to get out in front briefly 4 times between the 3rd and 23rd laps.

Fastest recorded lap in the race was 2:25, turned by Hansgen, who covered the 98.25 miles in 1:15:28.8 for an average of 78.096mph.

Both were driving cars entered by Briggs Cunningham, eastern Jaguar distributor. It was really no contest as none of the other 12 cars entered were in the same class (3000-4000cc).

Any hopes for a team battle between the highly-touted Rootes factory Sunbeam Rapier team in its 1300-1600cc class evaporated in the 16th lap. The car being driven by Paddy Hopkirk, Irish rally champion, threw its left rear wheel.

At the time, Hopkirk was running 4th, directly behind teammate Peter Harper, one of Britain's top rally drivers.

Harper held 3rd throughout to finish more than a lap behind Hansgen. He won class honors by almost 2 laps over Ron Pearson, long-time Pacific Coast Volvo ace.

Pearson was entitled to some sort of distinction for getting the jump at the start of the race in the pseudo Le Mans-type start. (Instead of the drivers having to sprint from the sidelines, the mechanics, in the interest of safety did the honors, all jumping the count-down, in the rush to get across the grid and touch the hand of their respective driver). Pearson, incidentally, wouldn't have been so far behind, if he had not run out of gas and pitted on the 25th lap.

Most fun was had by the drivers competing in the smallest (700-850-sc) class. This class, by a process of elimination, was won by Jim Parkinson, Burbank Sports Car Center, in a Morris Mini-Minor, the car with the cross-wise engine and front-wheel drive. It also finished 5th overall, more than 4 laps behind Hansgen.

This was 10 secs. ahead of John McLaughlin in a Ford (2000-2500cc class), entered by Jesse Ellico, Alhambra dealer. (This was the only American compact entry.)

Ted Block, Renault Dauphine, was 5th overall when he was forced to pit on the 20th lap (low oil pressure). The car returned, but was never the same again. His Renault gave out completely after the 21st lap, but took dead last when Block pushed it across the finish line.

An incipient duel between the Renault and popular Skip Hudson's VW (1150-1300cc class) was quashed when Skip went out with a broken oil feed line after the 12th tour.

The only other car not to finish was the Austin A40 entry of Hollywood Sport Cars, driven by Paul Cunningham. Cunningham was running 7th when, stuck in gear, he first had to drop in the pits. He had to give up completely after lap 24 when he lost a freeze plug.

Hud Stephenson, however, driving a Morris 1000 for Hollywood Sport Cars, pitted due to a slipping clutch. He still finished 8th overall and was the only 850-1000cc class finisher.

Originally, 2 compact races, one for sedans over-1600cc and the other under-1600cc, had been scheduled. Especially disappointing was lack of American compact entries (except for the one Falcon).

Various reasons were advanced, including too high an entry fee ($100), no prize money (only trophies), and a feeling, among American dealers, that the Chrysler compacts would sweep the event anyway.

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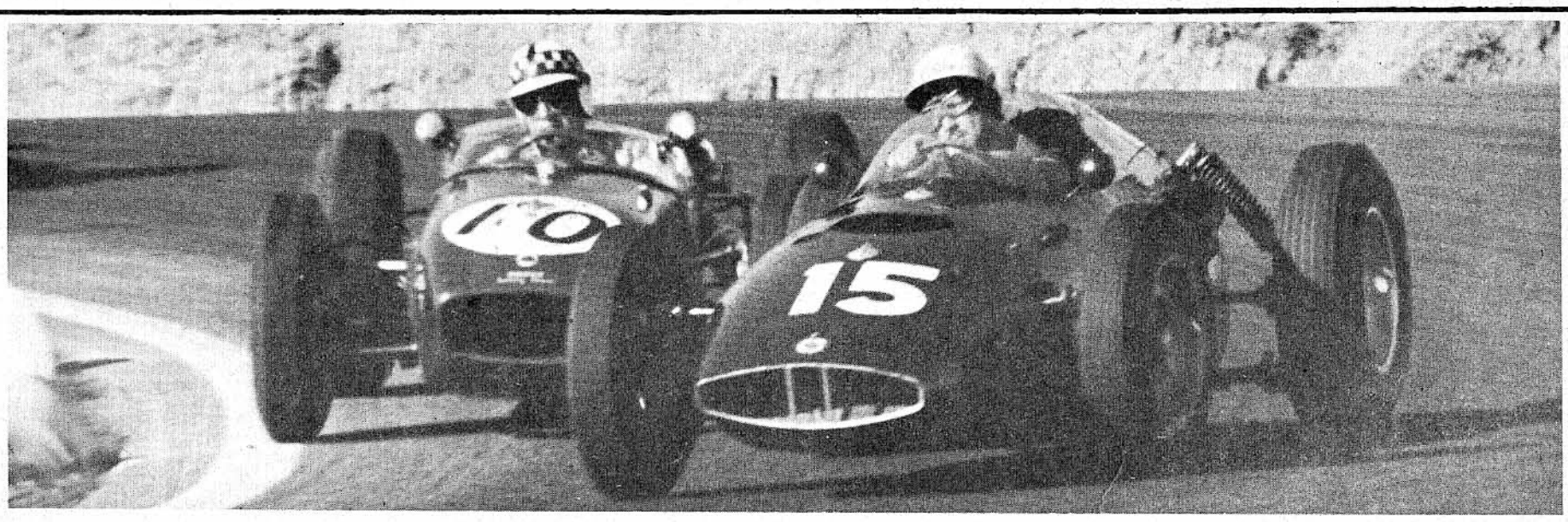
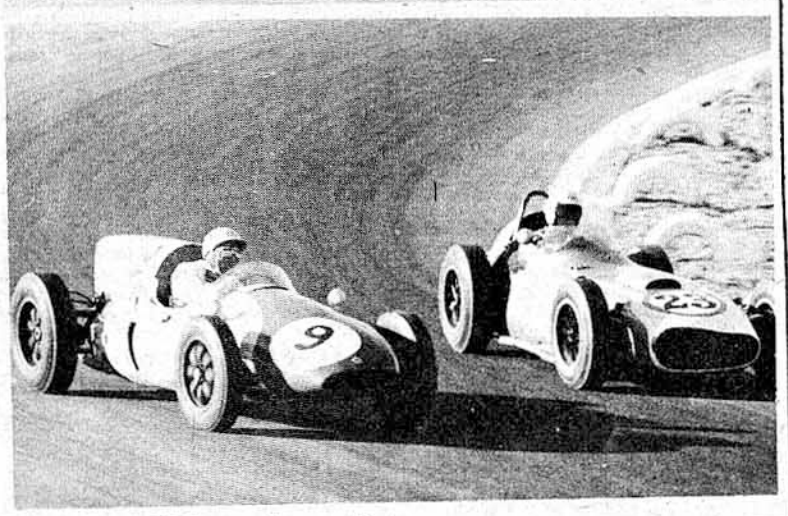
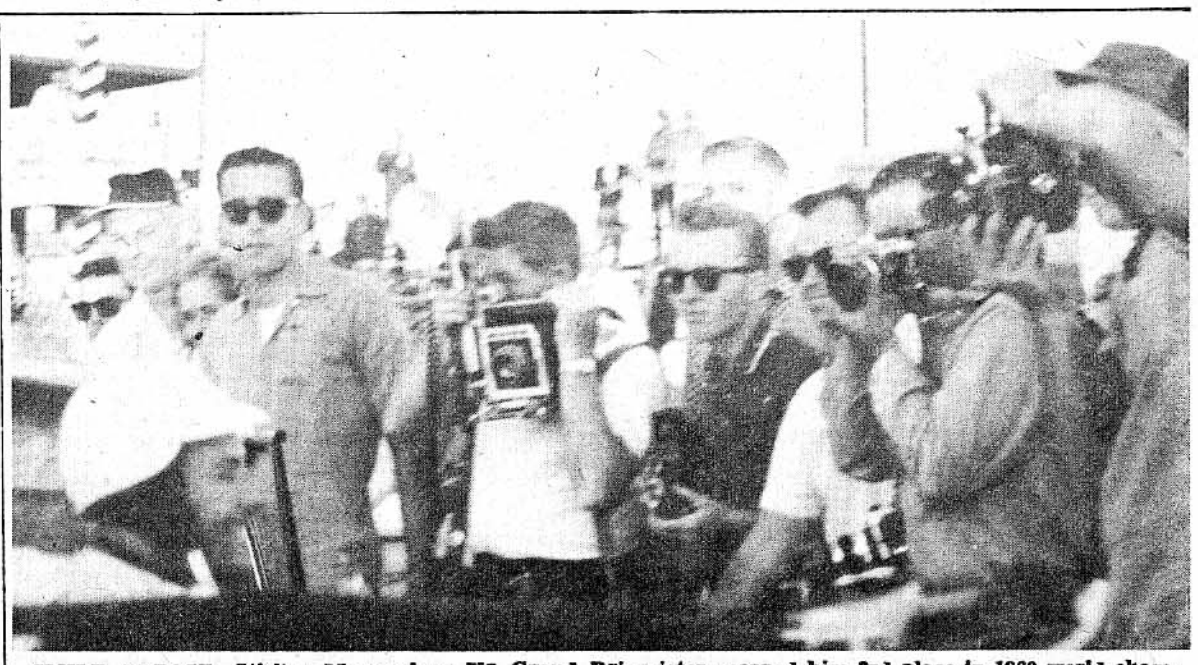


AROUND TURN 8 shortly after start of US Grand Prix for Formula I cars at Riverside Intl. Raceway last Nov. 20, Joakim Bonnier, BRM, leads Innes Ireland, Lotus-Climax. Ireland finished 2nd behind Stirling Moss' Lotus-Climax. Bonnier took 5th. (Photo by Bill Norcross.)



TOP: Bruce McLaren, Cooper (3), about to pass Maurice Trintignant, Cooper-Maserati. Center: Jack Brabham, Cooper, through turn 7 (note partially-filled stands). Bottom: Phil Hill, Cooper (9), passing Chuck Daigh, Chev.-Scarab at turn 7. McLaren took 3rd, Brabham 4th, and Hill 6th. (MOTORACING photos by Gus V. Vignolle.)

THAT'S DEMOCRACY!
The first president of Spanish-speaking Chile was named O'Higgins.



SMILE, PLEASE—Stirling Moss, whose US Grand Prix victory earned him 3rd place in 1960 world championship drivers' standings, is "shot" by battery of photographers after his Riverside win. (MOTORACING photo by Gus V. Vignolle.)

U.S. GRAND PRIX CHART

GRAND PRIX OF THE UNITED STATES
FOR FORMULA 1 CARS
Organized by
The Automobile Racing Club of California, Inc.

Riverside International Raceway Circuit
Sunday, November 20, 1960

RACE NO. 2 RACE TITLE Formula 1 GRAND PRIX TIME 2:28:52.2 LAPS 75

Fastest Recorded Lap:
Car #2 - 1:56.3

AVE. 99.0 MILES 245.63

Pos	Car #	Sec Behind	Driver/Nationality	Make of Car	Class Position
1	5		Stirling Moss Gr. Britain	Lotus	1
2	10	38	Innes Ireland Gr. Britain	Lotus	2
3	3	82	Bruce McLaren New Zealand	Cooper	3
4	2	1L22	Jack Brabham Australia	Cooper	4
5	15	55	Joakim Bonnier Sweden	BRM	5
6	9	117	Phil Hill United States	Cooper	6
7	24	2L8	Jim Hall United States	Lotus	7
8	14	26	Roy Salvadori Gr. Britain	Cooper	8
9	26	3L71	Wolfgang von Trips Germany	Cooper Maserati	9
10	23	5L130	Chuck Daigh United States	Scarab	10
11	25	6L47	Pete Lovely United States	Cooper Ferrari	11
12	7	48	Olivier Gendebien Belgium	Cooper	12
13	20	7L27	Robert Drake United States	Maserati	13
14	8	125	Henry Taylor Gr. Britain	Cooper	14
15	18	9L46	Maurice Trintingnant France	Cooper Maserati	15
16	12	14L39	Jim Clark Gr. Britain	Lotus	16

DNF: 4, R. Flockhart; 6, T. Brooks; 11, J. Surtees; 16, D. Gurney; 17, G. Hill; 19, I. Burgess; 21, B. Naylor

(Compiled by Long Beach MG Club Scoring Team)

Renault Dauphine Averages 56.23mph

A Renault Dauphine, averaging 56.23mpg over a 1130-mile route, was the winner of a recent international economy run sponsored by a major oil company. The run, between Utrecht, Holland, and Cannes, France, was completed by 29 cars, including 2 American compacts.

SCI INCREASE

NEW YORK — Sports Cars Illustrated reports an increase of 13.2% in circulation for the first 6 months of the year, it was announctd today by Bradford Briggs, publisher of the Ziff-Davis magazine.

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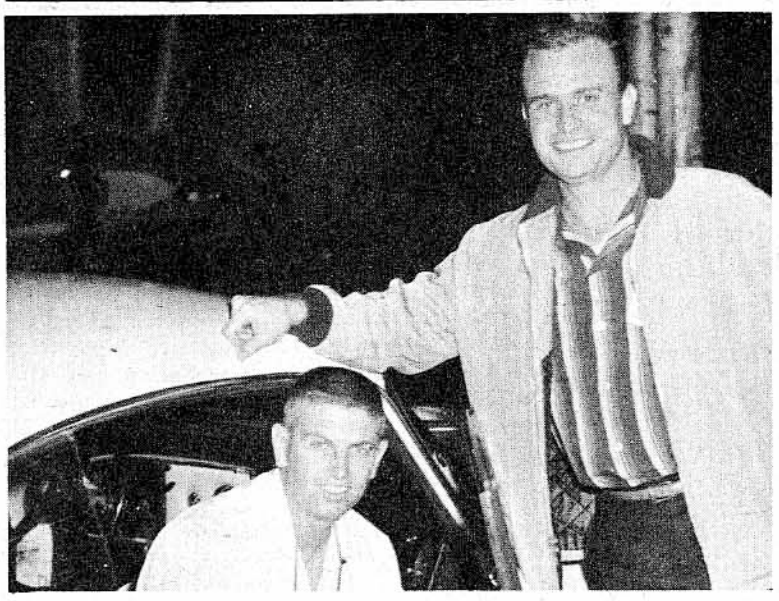

NORTHWEST CHAMPIONS—Robert Lewis, left, and Walter Lewis won the NW rally championship, and the 2 head a team of northwest cars competing for the West Coast championship in San Francisco, Dec. 4.

Rally Results and Calendar

RADIOPLANE SCC ALPINE ROLLER COASTER RALLYE V OCT 22 TOM COX RALLYMASTER 47 CARS

POS.	DRIVER	NAVIGATOR	CLUB	STATE	ERROR
1.	Robert Cook	John Ryan	Tri-Angles	D25 N25	:19
2.	Jerry O'Brien	Don Simpson	Rallymasters		:21
3.	Ted Sparks	Dottie Conroy	C.A.R.		:25
4.	Bill Chester	Elizabeth Chester	Rallymasters	D22 N22	:29
5.	Bob Piercy	Jim Kingham	C.A.R.	D21	:38
6.	Doug Linder	Gordon Madison	Northrop		:49
7.	Rod Stoik	Gene Martin	Glendale FCCA		:50
8.	Jim Cowie	Howard Frank	Lockheed		:53
9.	Ron Jones	George Taylor	S.D.R.C.	D17 N17	1:00
10.	Les Weisbrich	Doug Sawin	C.A.R.		1:33
11.	C. Sax	Dick Ecker	C.A.R.		1:35
12.	Duane Sparks	Jerrie Sparks	C.A.R.	N14	2:13
13.	Bill Eichelkraut	Bert Johnston	Northrop		2:22
14.	Cal Hudspeth	Bob Cole	Rallymasters		2:42
15.	Mary Lue Sisemore	Lorraine Butler	C.A.R.		2:55
16.	Bill Doyle	Marge Moyer	C.A.R.		3:27
17.	Bill Alexander	Chuck Rogers	C.A.R.		4:15
18.	Tony Hobgood	Virginia Dudley	SMSCC		4:51
19.	P. Trimble	H. Bright	Lockheed		6:59
20.	Jean Sandoval	Lola Yates	Harbor		7:43
21.	Wayne Brown	Al Rosenheck	Northrop		8:11
22.	Jim Neros	Doug Klick	C.A.R.		8:13
23.	Bob Tarleton	Ernie Healy	ISCARA		8:30
24.	Phyllis Banks	Homer Banks	Clock & Dial	D2 N2	12:19
25.	Virginia Thomas	Bill Thomas	Clock & Dial	D1 N1	12:46

PACIFIC SCC MERMAID I OCTOBER 30 MURIEL SCHOLL & RAE PINGEL RALLYMISTRESSES 42 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Ted Sparks	Ron Going	C.A.R.	Sprite	1:42
2.	Ron Hubbard	Sandee Boots	Troc	TR-3	21:43
3.	Mary Lue Sisemore	Frank Herman	C.A.R.	MG A	23:06
4.	Elizabeth Kacy	Bill Kiefe	ISCARA	Corvette	31:23
MEMBERS					
1.	Dick Zeylmaker	Harry Pingel		MG A	17:48
2.	Jack Sparks	Dennis McCosh		MG A	35:13
3.	Lee Kelso	Bill Cunningham		Corvette	43:47

C. A. R. FRIDAY NIGHTER VI NOVEMBER 4 JIM KINGHAM RALLYMASTER 34 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Tony Hobgood	Virginia Dudley	SMSCC	Sprite	.26
2.	Al Hick	Isabel Haas	Glendale FCCA	Morgan	.50
3.	Donna Huseboe	Dale Huseboe	Rallymasters	VW Ghia	.56
NOVICE					
1.	Mel Mougin	Dick Hurley		VW Ghia	2.03
2.	Cootje Eichorn	Edgar Eichorn	Glendale FCCA	Rapier	3.62
3.	Dick Woolet	Bob Lubin		Alfa	3.70
SEAT OF PANTS					
1.	Robert Evans	Gordon Leith		MG A	.96
2.	Don Foster	Betsy Foster	SWSCC	VW	1.08
3.	Dick Fontaine	Rhoda Nadel	SFVFCCA	Dauphine	1.50

ISCARA PAN-AMERICAN RALLYE NOVember 5 DAVE KERNS & RENO LAWRENCE R.M.s 44 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Walt Scholl	Muriel Scholl	Pacific	A-H	12:07
2.	Dick Zeylmaker	Harry Pingel	Pacific	MG A	14:58
3.	Kim Wilts	Wynne Wilts	ISCARA	Alpine	16:26
4.	Jean Sandoval	Bob Ross	AHOC	A-H	16:44
5.	Howard Wade	Mary Wade	ISCARA	TR-3	19:12

DECEMBER

2 - - - C. A. R. FRIDAY NIGHTER VII 2½ hr. nav. & s.o.p. classes, 8 P.M. Hody's Ventura & Sepulveda Clyde Thigpen Rallymaster, Xmas goodies, OR 4-0401

3 - - - LOCKHEED SCC SLEIGH RIDE VII SCCSCC Open nav. event 5 hrs. 7:30 P.M. LERC Bldg. 2814 Empire, Burbank. S.O.P. Class $2.50 Lynn Crick 2013 N. Frederic St. Burbank

4 - - - TWIN VALLEY SCC RALLY DE NOEL NCSCC Championship and PACIFIC COAST CHAMP. event, 8 hrs. Southgate Lanes, Hayward side of San Mateo bridge on Jacksen St. 8 A.M. $4. Homer Richardson, Box 222 Livermore, Calif.

11 - - - A H O C SUNDOWN III SCCSCC Championship event for December, 10½ hrs. nav. 6 A.M. Hody's, Ventura & Sepulveda, $6. Scotty Branson R.M. Ex 7-0919

Slalom Column

By DENNIS McCOSH

Two non-sanctioned (by SCCSCC) slaloms took place in early October while the only scheduled SCCSCC slalom was cancelled (no lot).

The 1st of the former was an autocross sponsored by So. Cal. MG Owners Club and Aerojet S.C.C. at the Aerojet parking lot in Downey. Although the event was not SCC-SCC-sanctioned, SCMG & Aerojet SCC, being council members, adhered strictly to the slalom code. The event was well organized and well run. There were no serious complaints by the drivers and the feeling I got was that the event would have been a good championship event. The course was tight except in a couple of places and was composed primarily of loops, right angle turns, and figure 8's. My only criticism is that there were too many loops. The tech inspection was well done and there was little confusion about getting the cars in line to run. I'm looking forward to a championship event next year.

The following week-end the Renault Owners Club staged a tralom at the Long Beach Stadium parking lot. ROCA is not a Council member and, as usual, refused to follow the SCCSCC Slalom Code. Instead they set up their own classes and a few other rules. Except for a bit of confusion in timing during the day, which gave many people extra runs for time, the event was rather well controlled. They reverted to the obsolte practice of a long line with people pushing their cars, but I heard few complaints about that. The course was a series of mild haripin turns except for an interesting chicane at the start. Like Pacific's September championship event, ROCA gave each car 3 continuous laps, one for practice, two for time; but unlike Pacific, they gave everyone two sets of 3 laps or 6 laps in all. They scored only the best time of the two 2-lap timed runs.

One item of interest to those who feel that the Renault 4CV of Dave Lehman (ROCA member) is highly modified: no less than 9 drivers beat his time on his own club's course, including a Morgan and a Jaguar.

On Saturday, November 26, Northrop SCC will host championship slalom drivers at it's "DEL CAMINO IV"

Garden Grove FCCA, which earlier this year cancelled a Championship Slalom because no lot was available, is planning another Championship Slalom for December 18. This event will be a time trials on the Willow Springs race course near Rosamond, Calif. They will use the whole course with pylons in critical areas to reduce speeds going into the slow corners. This should be a dandy event, and a nice trip at that time of year. Be sure to bring a lunch and water.

Rally Sparks

BY DUANE SPARKS

Recently, navigational rallyists in the So. Calif. area, and this included several cars from San Francisco, Sacramento and San Diego, subjected themselves to an 11-hour road marker inspection tour called ALPINE ROLLER COASTER RALLY V. This was to have been the SCCSCC championship event for October and was of considerable importance in the determination of point standings, both for the local Council and for California State championships.

The "thing" was presented by RADIOPANE SCC as their first venture into the championship rally business. In all fairness, the club cannot be blamed for the failure of the event to meet championship standards. The folks of RADIOPLANE tried very hard. They had a good course; their checkpoints were well run—although poorly if not dangerously located—timing was generally accurate; speeds were certainly safe enough—they could have been safely doubled in many cases. But when it came to the all-important matter of accuracy of instructions and measurement the rally fell apart.

This is the 2nd time this year that such a fate has overtaken championship events in this area—

the 1st being the 9th annual DON DIEGO, masterminded by a first-time rallymaster member of one of the oldest clubs on the coast. It points up again what I believe to be a direct responsibility of the SOUTHERN CALIFORNIA COUNCIL OF SPORTS CAR CLUBS—to be CERTAIN IN ADVANCE that an event carrying the SCCSCC sanction is up to championship caliber.

Entrants—especially those traveling many miles to attend—have the right to expect a top-flight event when it carries the Council banner. In this most recent case there was plenty of advance warning that code violations and other irregularities could be expected. Entry blanks and brochures were not available at Council meetings or otherwise until one month before the event. The brochure contained no information regarding make of measuring car, tires, pressure, etc. Not a single active rallyist was listed by name in the publicity of those connected with the event. Offers of help in checking out the event by several clubs in the area were refusd with polite thanks. "The rally's in good shape" they said. One such offer, made months ago, was received with the comment that perhaps room could be found as a check point worker. So the Council and/or prominent members of its most active rally clubs were well aware that the event was likely to be a "turkey", but no action of any kind was taken.

In my opinion the sponsoring club can be excused on the basis of its inexperience but the Council and/or its Rally Committee must bear the responsibility. I only hope this experience will prove to be the straw that will at long last bring into being the check-out committee of the Council to pre-run championship events to determine their accuracy and conformance to Code provisions. In the ROLLER COASTER there were a half dozen Code violations and at least a dozen inaccurate instructions, together with many errors in measurement or calculations of true times, all of which could very easily have been ascertained and corrected by a check-out committee without in any way "policing" the club's rally or altering the course.

Failure to provide this service has already resulted in the loss of the DON DIEGO as a championship event. As of press time, RADIOPLANE has not indicated whether it will voluntarily withdraw their event as a championship rally, but if they fail to do so, the SCCSCC Rally Committee undoubtedly will declare it no contest.

There is a bright spot on the horizon—RALLYMASTERS, sponsoring the MARK III, the championship event for January, have indicated they will ask the Council for

(Continued on Page 7)

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CALENDAR

NOVEMBER

26-27—Arizona Border SCCA PCC races, Tucson, Ariz.

22-Dec. 5—Bahamas Speed Week, Nassau, Bahamas.

DECEMBER

10-11—LA SCCA races, Las Vegas, Nev.

16-24—Int'l. Motor Sports Show, Pan Pacific Auditorium, LA.

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nassau races

(Continued from Page 1)

airfield, where the 250-mile Nassau Intl. Trophy race will be staged Sunday, Dec. 4. More than $10,000 awaits the man who 1st flashes past the checkered flag.

Caribbean Classic, a 50-miler for Formula Juniors also is set for Dec. 4.

In the big race, Stirling Moss of London bids to become the 1st 3-time winner of Nassau's racing classic. Moss won in 1956 and 1957.

The stocky, balding Briton drives the same 2.5-liter model Lotus Monte Carlo which he raced recently at Riverside, Calif., and in which he won at Laguna Seca.

Stirling will reacquaint himself with the 18 twists and reverses of the demanding Oakes Field layout earlier in a 3-liter Ferrari when he bids for the Nassau Tourist Trophy in a 100-miler on Sunday, Nov. 27, for Grand Touring models.

Capt. Sherman F. (Red) Crise, chairman of the Competitions Committee for the sponsoring Bahamas Automobile Club, has given the 300 entry applications careful consideration—both as BAC race organizer and as nabob of the Grand Prix Club Intl.

The 1959 winner of the Nassau Trophy event, George Constantine, Southbridge, Mass., who set a track record of 87.264mph., drives a Corvette-powered Kelishev.

Mexico's masterful Rodriguez brothers, Ricardo and Pedro, have been favorites with Nassau fans in previous appearances since the days when Ricardo was too young to drive legally on the streets of Nassau. Both will be competing in the Formula Junior foray for the Caribbean title as well as the events for the big iron.

Ricardo, a class champion here previously, wheels a hot Ferrari Testa Rossa gunning for the big money in addition to an OSCA in the Formula Junior action. Pedro pushes another 3-liter Ferrari in the Nassau Trophy test and a Scorpion in the Formula Juniors.

Dan Gurney of Rierside, Calif., drives a 3-liter Ferrari. Roy Salvadori of England is among the entries.

Two Porsche pilots from Sweden, Joakim Bonnier and Ulf Norinder, pilot an RSK and Carrera, respectively.

Brian Naylor, Stockport, England, goes in a hot 3-liter Cooper-Ferrari, Gaston Andrey, Switzerland, in a 2.5-liter Maserati, and Manuel Tazzio, Brazil, in a 3-liter Ferrari.

Among Formula Juniors aces are Count Wolfgang von Trips, Germany, Trips Special; Gale Arnold, Alaska, Cooper-Austin, and Constantine, Lancia Dagrada.

Defending champion in the world championship kart race is Jimmy Yamane, Hollywood, Calif., a former fighter pilot who last year pushed his McCulloch-powered machine home in 1 hour 7 minutes and 58 seconds. Jimmy's back again with a B modified Twin-McCulloch Special.

RALLY SPARKS

(Continued from Page 6)

a check-out committee to pre-run their event. Here is a club which has already successfully run 2 championship and 1 open events opening the way. May others follow suit. Council can hardly refuse to provide such a committee if member clubs ask for it. The trouble is that perhaps those who ask are the very ones who least need the service. Let's at least make it obligatory that clubs presenting a championship rally for the 1st time or those who select a first-time rallymaster to be in charge of their events MUST be pre-run by a group of qualified rallyists for purposes of verifying accuracy of instructions, measurements, and conformity with Code provisions.

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form. juniors

(Continued from Page 1)

day, driving Briggs Cunningham's new Formula Jr. BMC-Cooper to victory in a 25-lap $2500 Formula Junior race here.

He has now won both pro Formula races held in California. He took the $1500 Laguna Seca event Oct. 23 and also the Cal Club's Formula frolic at Riverside (not for loot) Oct. 15. His win today with the new Cooper—its 1st race—netted one grand. He averaged 86.406 mph in 56:51.

Good Field

Hansgen won by 12 secs. over Billy Krause, Long Beach, Calif., driving a Lotus Jr. instead of the Stanguellini (if you can't beat 'em—). Ed Leslie, Monterey, Lotus, was 3rd; Jim Hall, Dallas, Lotus, was 4th, and Ken Miles, Hollywood, in a Dolphin, was 5th. Cunningham, in the Cooper Hansgen drove in his last appearance here, was 6th.

Second over the brow of turn 1 behind the recovered Don Hulette (Steves' Envoy-Ford), Hansgen passed the Van Nuys driver at the start of the esses, with Miles, who had made a good start, following suit. Krause and Leslie scorched by car after car from the back of the pack, and by the backstraight were riding 2nd and 3rd, with Miles and Hall following.

Hansgen's only real challenge, put up by Krause, came in the laps that followed. Krause shook away from 3rd place Leslie by the 4th lap and began threatening the SCCA champ in the new low-profile Cooper. On laps 4. 5, 6, 7 and 8 the story was always the same. Krause would get the Lotus by the Cooper on the backstraight lead to turn 9, and then have Hansgen take him on the outside, and lead out of the banked corner, "pulling" Krause up the front straight, Billy led to turn 1 once on the 7th lap but the determined Hansgen ("Great—in a hairy sort of a way," Stirling Moss calls him) took the lead again on the inside.

The duel ended on the 8th lap, when Hansgen, apparently having something in reserve, opened the Cooper up, and began building—at a second a lap—a lead. He was clocked at a 2:15.2 during his lead-building.

Hall—Miles Duel

Miles and Hall enlivened the go by putting on a Hansgen-Krause duel of sorts until Hall took 4th for keeps from the Ford-Dolphin on the 12th lap. Hall, with a slipping clutch, led Miles by three seconds at the finish.

Hansgen earned $1000 and also took home the "Lurani Cup", a trophy presented by Count Johnny Lurani, founder of FJ racing. Hansgen also won 8 points in the Pan American Championship for Juniors, with a chance to win this championship at Nassau in December, the last race to count for it.

FORMULA 1 NOTES—Joe Leonard, 6-time national 'Cycle champ, seen walking through the Formula I pits during the weekend. Twice winner of the famed Daytona Beach 200-mi. championship bike race and one of the best road-racing cyclists this country has ever known, he wants to get into sports car racing in a big way. He drove an Elva Courier at Cotati in July, and led the race until mechanical ails put him out. Motorcyclists have proved to be great 4-wheel drivers in the past—remember **Nuvolari**, **Ascari**; and now **John Surtees** . . . Riverside Records recorded the Formula I go . . . Riverside station KACE and KBJQ broadcast the go . . . it looked to us as if **Jack Brabham**, in the Cooper, was going into turn 1 deeper than anyone else . . . **Jim Hall**, whom we think deserves the title "most improved driver of the year," was doing a terrific job in his 1st Formula I race with his new Lotus, and seemed sure of a 5th overall ahead of **Phil Hill** and **Jo Bonnier** until mechanical trouble set in with only 1 lap to go; a most unfortunate "break"—he races at Nassau next

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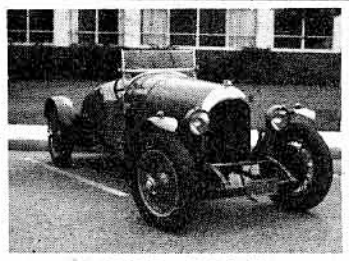

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Krause Honored As Athlete of Month

Bill Krause, among the top sports car drivers in America, was named So. Calif. Athlete of the Month for October by members of the Helms So. Calif. Athlete of the Month Board. Members of this group include the sport editors of metropolitan LA newspapers who, for the past 24 years, have named the top southland athletes each month.

Krause won the monthly Helms award for his record breaking win at Riverside, Oct. 16, when he powered his Maserati Birdcage to victory.

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